

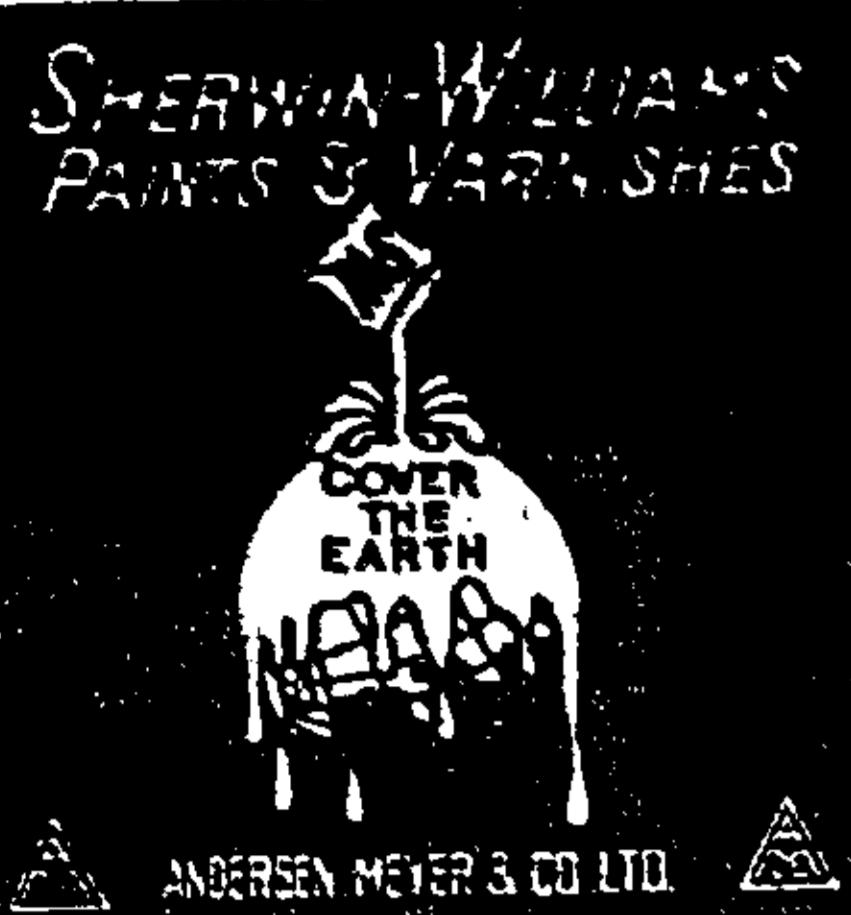
The Hongkong Telegraph.

(ESTABLISHED 1881).

69211 五拜禮 號十式月八英港香 FRIDAY, AUGUST 20, 1920.

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REUTER'S TELEGRAMS.

RUSSO-POLISH CONFERENCE.

POLAND'S RIGHTS TO BE RECOGNISED.

London, August 18.
At last the silence at Minsk has been broken by an official Bolshevik report of the proceedings there yesterday. The Conference opened at seven o'clock in the evening with a speech by M. Danilovskiy, Chairman of the Russian Delegation, who reviewed the history of Russo-Polish relations and underlined Russia's pacific policy. He emphasised Russia's respect for Poland's independence and her right to determine her own form of Government. He also said Russia must demand from Polish landlords such guarantees against renewed attacks as will not be necessary from the workers and peasants of Poland.

The Conference adjourned till August 19th.

NO U.S. LOAN FOR POLAND.

Washington, August 18.
The State Department has accepted the view of the Treasury that the Government cannot lend money to Poland, as the sum of \$250,000 appropriated for loans to friendly European States is available only for operations against enemy States, under which Russia is technically not included.

SPREAD OF SOVIET SYSTEM.

London, August 18.
The Bolsheviks claim that the establishment of Soviets is progressing in Eastern Galicia, the new authorities "abolishing landlords, manufacturers, bankers and other exploiters of human labour." All real and personal property is being transferred to the State.

POLES CONTINUE SUCCESSES.

London, August 18.
A Polish communiqué dated yesterday claims marked new successes. All the Bolshevik attacks on Warsaw have been repelled and a new counter-offensive has begun on the line from Demblin (Lyangorod) to Kock, resulting in the capture of a number of towns. The enemy is retreating in panic from the Vistula in the Podlachie sector.

A FRENCH PROTEST.

Paris, August 18.
The Allied High Commissioner (Sir Reginald Tower) at Dantzig is holding up French ships with munitions to Poland, on the ground that he has insufficient Allied troops to preserve order if further munitions are unloaded. French opinion is protesting on the ground that the Allied doctrine during the war was that neutrals could furnish munitions without abandoning neutrality.

THE PUSH CONTINUES.

Paris, August 18.
A message from Warsaw says the Polish counter-offensive, in which French officers including two Generals are participating in the front line, is developing most successfully. The Bolsheviks have been repulsed along the whole northern front.

THE "MESPOT" UNREST.

London, August 18.
The Times correspondent at Teheran says the situation in Mesopotamia is not improving. The line of communication to Persia is completely interrupted. Bakuba, thirty miles from Bagdad, has been looted. It is reported that Colonel Leachman, the well-known Political Officer, has been killed at Erbil. An attempt has been made to murder the Political Officer at Erbil, fifty miles from Mosul, this indicating a recrudescence of trouble in Kurdistan.

BETTER NEWS.

London, August 18.
Alarming reports having reached London via Paris that the situation in Mesopotamia is growing worse, and that the rebels are trying to encircle Bagdad, Reuter learns that the position last week was admittedly serious but more recent reports indicate a general and substantial improvement. Railway communications between Bagdad and Persia, Bagdad and Hillah, and Bagdad and Mosul have been restored.

LEAGUE OF NATIONS.

London, August 18.
Four amendments to the League of Nations Covenant have been submitted by Denmark, Norway and Sweden for consideration by the League at Geneva on January 15. One provides for a fixed annual meeting; the second for a special meeting on the demand of ten members of the League; the third makes the obligation to resort to arbitration more absolute and precise; and the fourth permits a State in the vicinity of a blockaded State to maintain a certain degree of intercourse with the latter, if necessary, to prevent the blockaded State from attacking its neighbour.

VOTES FOR WOMEN.

London, August 19.
A message from Nashville (Tennessee) says the House of Representatives has ratified the Women's Suffrage Amendment, which the State Senate passed last week. Tennessee being the thirty-sixth State in favour of the measure, this makes the Bill valid which Congress has already passed giving women the Federal vote.

HUNGER-STRIKING MAYOR.

REUTER'S TELEGRAMS.

FRENCH TROOPS ATTACKED.

VIOLENT SCENES IN SILESIA.

Berlin, August 18.
Crowds at Katowitz in Silesia demonstrating against the Russo-Polish war, attacked French cavalry, killing a trooper. The French used machine-guns and grenades, killing nine and wounding 26 rioters. The Police refused to perform duty and the crowd besieged the Police Stations to obtain arms. The French ultimately withdrew from the streets.

Subsequent to the sanguinary encounter at Katowitz, mentioned earlier, people paraded the streets singing "Wacht am Rhein." They then sent a deputation to the Inter-Allied Commission at Katowitz at eleven o'clock at night, requesting the disarmament and withdrawal of the occupation troops. The French Colonel emphatically declined and the crowd's anger increased.

At one o'clock in the morning, uninterrupted rifle-fire and hand-grenade explosions were audible. It is reported that a French officer was then addressing the crowd. The Vorwärts Zeitung says later reports show that the French troops have barricaded all the streets at Katowitz.

THE OLYMPIC GAMES.

AN ITALIAN VICTORY.

Antwerp, August 18.
The final of the 10,000 metre walk resulted:—Frigerio, (Italy), 1; Pearman (United States) 2; Gunn (Britain) 3. Time 48 min. 6.15 secs. McMaster (South Africa) was fourth.

CANADIAN WINS THE HURDLES.

The final of the hundred-and-ten metres hurdles race resulted:—Thomson, (Canada) 1; Barron, (America) 2; Murray (America), 3. Won by a yard and a half. Time:—14.5 secs.

SWEDISH SUCCESSES.

In the final of the Long Jump, Petersen was 1st, Johnsen 2nd, and Abramussen 3rd. All are Swedes. The winner jumped 7 meters 15 centimetres.

NOT WANTED.

BRITISH LABOURITES LEAVE FRANCE.

Paris, August 17.
Mr. Adamson and Mr. Gosling, delegates of the British Labour Council of Action, departed this evening, after a day's sojourn in Paris.

When lunching at a boulevard cafe, the Police Commissary intimated to them that if they did not leave this evening an expulsion order would be issued. The delegates subsequently visited the Interior and Foreign Offices with a view to obtaining permission to prolong their stay, but permission was refused.

LABOUR'S THREAT.

ALLEGED CONSPIRACY AGAINST THE EMPIRE.

Paris, August 18.
The Temps fully agrees with Mr. Lloyd George's frankness in the Council of Action threats. It declares that there exists an international conspiracy not only against the Treaty of Versailles, but against the British Empire, the directors of which are carefully concealing from the workers their real aim, which is a dissolution of the Empire.

AMERICA AND THE LEAGUE.

WAR SECRETARY'S PRONOUNCEMENT.

Columbus (Ohio), August 18.
Mr. Baker, Secretary for War, addressing the Democratic State Convention, spiritedly defended the League of Nations. He declared that there would be no peace or disarmament without Article Ten of the Versailles Treaty, which was America's own invention.

(Other Early and Special Telegrams on Page 2.)

MARINE COURT.

The masters of two cargo boats were charged this morning before Commander C. W. Beckwith, R. N. Marine Magistrate, with disobeying the orders of the Harbour Master by mooring their boats outside of five other boats alongside the a.s. Lake Farmingdale yesterday.

L. S. Carey said that yesterday while on duty in the harbour at 11 a.m. he saw a number of cargo boats lying at a buoy in the Central Fairway. He went alongside and counted these cargo boats. The defendants stated that they were outside of five.

The defendants stated that they were not the outside boats but were the inside boats.

The master of the boat

TYphoon Warning.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 10 p.m. yesterday:

Low-pressure area extending from China Sea to the Pacific across Northern Luzon and the Bellingham Channel. A real typhoon may develop later.

The wedding took place at Glynde, near Lewes, on July 10th, of Dr. Robert E. S. Lumb, eldest son of the Hon. Dr.

THE FULL COURT.

APPEAL ON SHIPPING JUDGMENT FAILS.

In the Full Court, comprising the acting Chief Justice (Mr. Justice H. H. J. Gouperz), Mr. Justice Skinner Turner and Mr. Justice J. R. Wood, judgment was given this morning on the appeal by Fong Young-chun against the judgment given by the Chief Justice on June 16th last in the suit brought by Wong Lau-sang and Chan Tso-hing against the appellants. In the original action the respondents sued the appellants for the recovery of \$21,547.60, being damages alleged to have been suffered by reason of the appellants' breach of agreement to take delivery of the a.s. Kung Hong, to be run between Hongkong and San Mi, in the Republic of China.

Mr. W. H. Drummond (instructions by Mr. W. B. Hind) appeared for the appellant, and Mr. F. C. Jenkins and Mr. Eldon Potter for the respondents.

In the course of his judgment the Acting Chief Justice said the first ground of the appeal was that the finding in favour of the respondents in the Court below was against the weight of the evidence. He had listened very carefully to the argument for the appellant but he was unable to alter the findings of fact at which he arrived in the Court below. His Lordship formed a very poor opinion of the appellant's candour when he was in the witness box and had occasion to caution him more than once that unless he would return a straightforward answer to a plain question it was bound to tell against him. The appellant's case on this ground failed. On the ground that fresh evidence had been obtained by the appellant since the date of the judgment. His Lordship commented on the affidavit that had been filed and remarked that the Court asked Mr. Drummond to satisfy them that if admissible this evidence would be in any way conclusive in favour of the appellant. It was put to Mr. Drummond that the attachment of the vessel appeared to be by way of security only, that it appeared that the vessel was released on a bond being given and that in any case she would have been finally released on the payment of a sum of \$17,000. Mr. Drummond admitted that he could put his case no higher than this and was informed that the evidence seemed to the Court in no way conclusive and would not appear to be valid defence. The Court refused to accept Mr. Drummond's argument that the vessel was not the property of the respondents. This information then was before the Court in dealing with Chinese documents and held that this ground also failed. Dealing with the application suggesting that evidence should be taken on the translation of a Chinese document his Lordship said that in his view it was no more than an application by a party who had failed in the Court below to be allowed to call new evidence which was available to him at the trial but which he did not choose to call. He thought the appeal should be dismissed with costs.

Mr. E. L. Jones has been appointed second officer, Kutwo.

Mr. J. Gray, second officer, Kutwo, is on reserve.

Mr. K. M. Evanson, from leave, has gone chief officer Tungwah.

Mr. D. Spetharis, acting chief officer, Tungwah, has gone second officer, same ship.

Mr. M. Dallas, second officer, Kwangchi, has gone second officer, Hsien.

Captain J. R. Hudson, of the tug Whangpoo, has resigned.

Mr. C. Winthrope has been appointed master, tug Whangpoo.

Mr. A. B. Demes, from leave, has gone third engineer, Feiching.

Mr. T. Roberts, third engineer, Hasan, has gone second engineer, same ship.

Mr. G. W. Ellis, second officer, Kwangpoo, has gone chief officer, same ship.

Mr. J. M. Wong, second officer, Kwangpoo, has gone chief officer, same ship.

Mr. C. Jones, chief officer, Kwangpoo, has resigned.

Mr. J. Doyle has been appointed second officer, Kwangpoo.

Mr. C. Jones, chief officer, Kwangpoo, has resigned.

We learn that the road round the island of Hongkong will be again open to traffic to-morrow.

by the other side. He asked that the expense in connection with this should be allowed.

Mr. Drummond raised no objection, simply asking for an undertaking that the documents should be stopped if possible.

Mr. Turner gave the undertaking and said that the case had already been sent.

Mr. Jones said that the case had already been sent.

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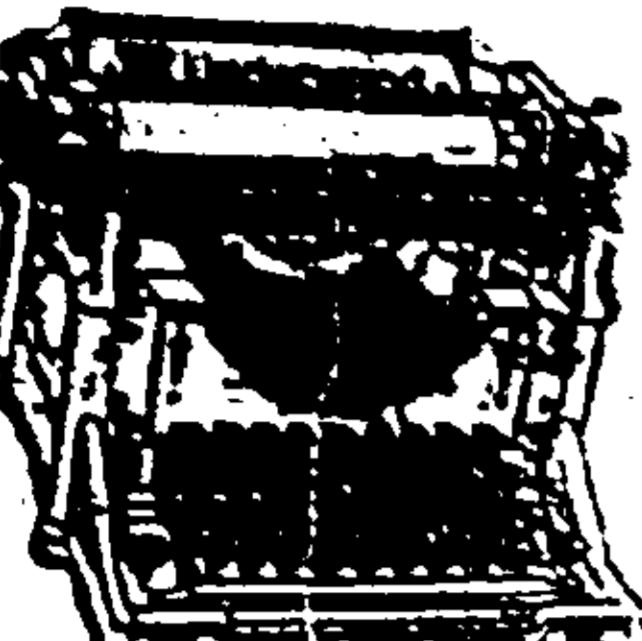
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NOTICES.

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P. AND O. BANKING CORPORATION. LTD.

LORD INCHCAPE'S STATEMENT.

The Statutory Meeting of the members of the P. and O. Banking Corporation, Limited, was held on July 8 at the registered office, 122, Leadenhall Street, E.C.

The Secretary (Mr. H. J. Rolt) read the notice convening the meeting.

The Right Hon. Lord Inchcape, G.C.M.G., K.C.S.I., K.C.I.E., the chairman, presided, and said:—Gentlemen,—I am very glad to meet you to-day at the first meeting of the P. and O. Banking Corporation, Limited. The report has been in your hands for some days, and if it is your wish, we will take it as read. Do you agree to that? (Cries of "Agreed.") As you are aware, the issued capital of the corporation is £2,500,000. A certain amount was payable on allotment, and that has been practically all paid. The remainder was payable on July 1, and that, too, has been practically all paid up. I think of the total of £2,500,000 only some £40,000 is outstanding. Some people are out of town, some are abroad, and it may be that some do not like the Bank rate of 7 per cent, but those who have not paid their calls will be charged that rate until they pay. However, that is a very small matter.

Well, we have begun business. Premises, very nice premises, have been secured in the P. and O. offices in Leadenhall Street, and all our friends have rallied round us. Already we have a very satisfactory number of accounts. We are open to do business in a quiet and inoffensive way, and I have no doubt that as time goes on we shall have lots to do. We have secured a very efficient staff. Mr. Rolt, who is our secretary, I have known for a great many years, and I have complete confidence in his ability and also in his zeal. Mr. Mackenzie is our managing director, and we have a board of quiet, unobtrusive, business men. I think we shall be able to carry on, and that in the course of a short time, without doing anybody any harm, we shall have a reasonably good business to report to you. We intend to open branches, so soon as we can get the staff together, in Calcutta, Bombay, Madras, and Karachi, and elsewhere. We have written to our friends there to endeavour to arrange staffs that will be capable of looking after our interests. So far we have done a good deal of business one way and another, and I do not think, up to the present, we have lost any money.

The board have decided that the first financial year of the corporation shall end on September 30, 1921. That will embrace a period, not of 12 months only, but of about 15 months. We thought it would be better to carry on for 15 months, because we have ready only begun operations within the last fortnight.

Now, gentlemen, it was in January of this year that we decided to start the P. and O. Banking Corporation, Limited. The prospectus was prepared, the directors were there all ready to take up their duties, and there could be no question about securing the capital. But the Chancellor of the Exchequer asked those who intended to bring out new issues to postpone doing so until he could get his Exchequer Bonds out of the way. We at once fell in with his proposal, and we announced in *The Times* that we had decided to put off the issue of this corporation till about April. In the meantime the stamp duty on new issues was proposed, in the financial resolution, to be increased from 5s. per cent to 20s. per cent. That resolution, of course, holds the field, unless it is upset by the Finance Bill. I wrote to the Chancellor of the Exchequer, and said I thought it was very hard that the P. and O. Banking Corporation should be saddled with 20s. per cent on its capital instead of 5s. per cent, which was all we should have had to pay if the issue had been made, as originally intended, in the month of January. He wrote back a very sympathetic reply, but

CANADIAN PACIFIC OCEAN SERVICES.
LIMITED.

FOR VICTORIA AND VANCOUVER, B.C. VIA
SHANGHAI, NACASAKI, KOBE & YOKOHAMA.
S. S. "METHVEN"
WILL BE DESPATCHED FROM HONGKONG ON OR ABOUT
THE 31ST AUGUST.

Through Bills of Lading issued to Canadian and
U.S. Overland points.

For space and further particulars, apply to:—

P. A. COX,
Acting General Agent,
C. P. O. S. Ltd.

SKIPPER'S SUICIDE.

BY DRINKING LAUDANUM.

The China Coast Officers' Guild has received details of the Inquiry into the death of Captain A. E. Inwood of the s.s. Hungtak which state that he died on June 18 close to Wanhsien, in the district of H. M. Consul at Chungking, on the upward journey to that place.

As there is no resident Consul at Wanhsien and no British gunboat was present, no formal inquiry was possible. An inquiry into the death was, however, held by the Commander of the U. S. Monocacy, then in port, assisted by his Medical Officer, the Commissioner of Customs and four other foreigners who came to the conclusion that Captain Inwood's death was due to "Suicide by drinking laudanum whilst temporarily or of an unsound mind."

H. M. S. Widgton reached the port two days later. Commander Jukes Huzes, R.N., repeated the Inquiry and informed H. M. Consul at Chungking that he was in full agreement that the cause of death was due to deceased having drunk laudanum whilst temporarily insane and that he was convinced there was no question of foul play.

said he was afraid it would be very difficult to help us in the matter. However, I am still in hopes that the Finance Bill, when it comes up for consideration, will make provision for favourable treatment of those who, at the request of the Chancellor of the Exchequer, deferred their issues. If we are saddled with this additional 15s. per cent it will mean, on our total authorized capital of £5,000,000, something like £37,500 which this corporation will have to contribute to revenue for the next year.

I think we are in an extremely happy position in regard to all our friends, the other banks. We are associated with and have the benefit of the experience of banks of standing with whom we are co-operating to our mutual advantage. They are all being benefited considerably by the P. and O. Banking Corporation, having very large credit balances left with them, and I think everything will go happily. I do not know that I can add anything further, but I shall be pleased to answer any questions you may wish to ask me. I now move the adoption of the statutory report.

Sir Richard V. Vassar-Smith, Bt., formally seconded the motion, and, in the absence of questions, it was at once put to the meeting and unanimously agreed to.

The Chairman.—That concludes the business, gentlemen. I hope when we meet again, probably in about 16 months' time, we may be able to present you with a report which, though it

"THE QUANTS."

AS GOOD AS EVER.

A most enjoyable evening was spent at the Theatre Royal last night when that clever and refined band of entertainers "The Quants" opened their farewell season in the Colony with a pot-pourri of delightful songs and variety tit bits. Of special interest to the audience was the delightful work of Mr. R. B. Salisbury who made a hit with his quaint characterization of the foibles of mammy's child, a silly member of an audience, and a feathered country bumpkin. Mr. Salisbury is unrivalled in his particular sphere and the applause which greeted his efforts was hearty and unstinted. Vocal items rendered in the happy way which "The Quants" did could never be boring.

They enhanced the brightness of a programme which was carried out by one and all without a hitch. Mr. Grahame Doncaster, who has a splendid basso, made an instantaneous appeal in the several numbers that he contributed, whilst for a danseuse who moves with airy grace and sprightliness, Miss Ella Cameron would be hard to beat. The farewell performance will be given to-night.

H. M. S. MINOTAUR.

SOLD OUT OF NAVY.

The armoured cruiser Minotaur, which has just been sold out of the Navy, spent the greater part of her commissioned career on the China Station. One of three sisters, she was built at Devonport in 1905-6, the others being the ill-fated Defence, of Jutland—and she simply dissolved under the German gunfire—and the third the Shannon. In January, 1910, the Minotaur was commissioned for service on the China Station, as Captain G. G. Cayley brought her out to Hongkong. She was re-commissioned for the same service in May, 1912 at Colombo, and again in January, 1913, Captain Kiddie commissioned her on the Station to carry the flag of Vice-Admiral Sir Thomas H. M. Jerram, who was Commander-in-Chief when the war broke out. Shortly after the declaration of hostilities the Minotaur returned home, and, after varying service fought her last fight under Beatty in the Battle of Jutland, she forming one of the Second Battle Squadron. On this occasion the Minotaur gave a good account of herself.

may not recommend the payment of a big dividend, will, at any rate, I hope, be fairly satisfactory. The proceedings then terminated with a report which, though it

G. R.
NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 23rd day of August, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shaukiwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Right Holder No. Reference No. Right No.	Boundary Measurements	Dimensions in feet				Annual Rent per annum	Open Price
		N.	S.	E.	W.		
						21,900	21,900

THEATRE ROYAL.
NEW ADVERTISEMENTS.

TO-NIGHT
LAST PERFORMANCE OF

The original and distinguished Company of London Artists.

THE QUANTS.
THE QUANTS.
THE QUANTS.
THE QUANTS.

including the eminent comedian R. B. Salisbury.

Booking at MOUTRIE'S.

QUEEN'S DISPENSARY.

NOTICE.

We beg to announce that on August 29th, the Queen's Dispensary will be removed to ST. GEORGE'S BUILDINGS.

(OPPOSITE STAR FERRY).

HARPER AND CO., LTD.

THE NETHERLANDS TRADING SOCIETY.

(NEDERLANDSCHE-HANDEL MAATSCHAPPIJ)

Capital fully paid £80,000,000. (££6,665,665.)

Reserves £42,513,284. (££342,774.)

Head Office at Amsterdam.

Beg to announce that on the 1st October next, a branch will be opened at Calcutta (Br. India).

CANTON.

Messrs. Alex Ross & Co. beg to announce that on the 28th inst. they will establish a Branch Office of their Machinery and Motor Business in Canton, at the following address:

ALEX ROSS & CO.
Mission Buildings.
Chinese Bund.

Hongkong, 17th August, 1920.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.

Opposite the University

Tel. No. 732. P.O. Box, 593.

Principal JOHN P. JONES, B.Sc., M.E. Min.

The Institute affords Special Private Tuition (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

The TRANSFER BOOKS of the Company will be closed from Saturday 21st August 1920 to Wednesday the 25th August 1920 both days inclusive.

SHIWEAN TOWNS & CO. LTD.
General Managers.

Hongkong, 10th August, 1920.

Private Tuition can also be had in base subjects.

Prospectus on application.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES.

REPLIES AWAIT BOX NO.:

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Saturday the 21st Aug., 1920.

Commencing at 11 a.m. at their Sales Rooms, Duddell Street.

One 7 x 9 Dodge Crusher complete with driving pulley & fitted with cast steel jaws.

On view: Now

Terms:—Cash on delivery.

LAMMERT BROS.

Auctioneers.

WANTED.

FIFTY DOLLARS REWARD.—To whom will procure for rent a convenient and suitable European house not less than five rooms. Write with full particular, P.O. Box No. 8.

WANTED.—Light Side Car. Apply Box 415 c/o "Hongkong Telegraph."

WANTED.—A British Firm has a temporary opening for an intelligent typist (British), for confidential work. Apply Box 416 c/o "Hongkong Telegraph."

WANTED.—Chinsee Amah for Family to look after one Baby. Apply St. Paul Institution French Hospital, Causeway Bay.

WANTED.—Good Chinese Book-keeper. Must have good knowledge of English and satisfactory references. Apply stating salary expected. Box 417 c/o "Hongkong Telegraph."

WANTED.—AN ELECTRIC AL or MARINE ENGINEER is required as a Shift Engineer at the Generating Station of the HONGKONG ELECTRIC CO. LTD. North Point. Apply in writing accompanied by details of experience and copies of testimonials to The Manager, HONGKONG ELECTRIC CO. LTD. St. George's Buildings.

FOR SALE.

ROSES ROSES ROSES FOR SALE.—1500 Dwarf & Climbing plants, Teas & H. T. All tested varieties suitable for the climate of South China.

Now is the time to lift & replant. May be seen at any time. The lot will be sold as a bargain. Apply Box 414 c/o "Hongkong Telegraph."

FOR SALE.—"Abergeldie" 135 Peak. Apply 135 Peak.

FOR SALE.—Passenger and cargo steamer built in 1892, classed 100A1 in 1919; length 65'; breadth 52'; moulded depth 26'. D. W. capacity about 6,000 tons.

Three decks, wood-sheathed. Sea going speed loaded 15 knots. Large passenger accommodation. For further particulars apply Box 412 c/o "Hongkong Telegraph."

LESSONS IN CHINESE.

MR. LI HOY FAN, a Chinese graduate, versatile in literature, has been a teacher to Europeans over twenty years.

He has a good method of training Europeans to pass in the Chinese examinations, and of teaching Chinese children to speak English and Hakka.

He has also a good knowledge of Man-

darin and Hakka, who intend learning the Chinese language are requested to come to No. 125 Queen's Road, Central, Tel. 5000.

MESDAMES.

LES MODES GINETTE.

DE LA MAISON C. BONNARDEL.

Most of the large selection of hats imported from Paris having been sold, and not desiring to send the remainder back to Paris, the representative of the above firm, who is shortly returning to France, will sell the rest of this dainty new stock

THE BLUE FUNNEL LINE

**REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.**

LONDON SERVICE

(Direct)

"PROMETHEUS" 22nd Augu London and Hamburg
"PROTEUS" 31st Augu London, Amsterdam & Hamburg
"ACHILLES" 9th Sept. London, Amsterdam & Antwerp
"MENTOR" 21st Sept. London, Amsterdam & Antwerp
"KEEMUN" 12th October London, Amsterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"BELLEROPHON" 21st August Genoa, M'les L'pool & Glasgow
"RHESUS" 4th Sept. Havre and Liverpool
"CYCLOPS" 11th Sept. Genoa, M'les, L'pool & Glasgow
"TITAN" 5th October Genoa, M'les, L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"IXION" 21st August Victoria, Seattle and Vancouver
"TALTHYBIUS" 6th October
"TYNDAREUS" 6th October

NEW YORK SERVICE

(via Suez or Panama)

As per Joint Service advertisement on Page 2.

HOMeward PASSENGER SERVICE

"MENTOR" 21st September for London direct
"STENTOR" 8th October for London direct
"TEIRESIAS" 26th October for London direct
"IDOMENEUS" 9th November for Liverpool via Marseilles

For Freight and all Information Apply to

**BUTTERFIELD & SWIRE
AGENTS.****CONSIGNEES****CONSIGNEES.****NOTICE TO CONSIGNEES.**

From BALTIMORE

THE Steamship

"GREEN AND"

having arrived from Baltimore via ports, on 17th August, 1920 consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignee's risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 23rd August, 1920 by the Company's Surveyors Messrs. Carmichael and Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 25th August, 1920 will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.

Agents.

1st floor, Powell's Building,
12, Des Voeux Road Central.
Hongkong, 17th August, 1920.**FRECKLES AND HIS FRIENDS****CONSIGNEES.****NOTICE TO CONSIGNEES.****THE STEAMSHIP
"EGREMONT CASTLE"
From NEW YORK.**

Consignees of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Consignees are further informed that in consequence of this vessel having been on fire a General Average has been declared and that before Bills of Lading can be counter-signed they will be required to pay a General Average Deposit of 2½% and sign a General Average Bond, which is lying at the Office of the undersigned.

All damaged cargo will be examined by Messrs. Goddard & Douglas, Marine Surveyors on the 20th inst. at 10 a.m.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 31st inst. or they will not be recognized.

Optional Cargo will be forwarded unless notice to the contrary is given before 14th inst.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, 14th August, 1920.

NOTICE TO CONSIGNEES:**STRUTHERS & DIXON, INC.**

From SAN FRANCISCO.

The Steamship

"ELKHORN"

Having arrived from San Francisco via ports on 18th August, 1920 consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignee's risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 24th August, 1920 by the Company's Surveyors Messrs. Carmichael and Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 25th August, 1920 will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.

Agents.

1st floor, Powell's Building,
12, Des Voeux Road Central.
Hongkong, 17th August, 1920.**W. S. BAILEY
& CO., LTD.****ENGINEERS & SHIP
BUILDERS, HOEK UN
KOWLOON.****HARBOUR REPAIRS**

Call Flag "L"

Solo Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to

50 B.H.P. now in stock

also spare parts.

Works Tel. K.21.

Manager Tel. K.329.

Secretary Tel. K.369.

Harbour Engineer Tel. K.33.

Telegrams "SEYBOURNE."

PILES OF GOLD AND JEWELS.**SCENES OF SACRIFICE AT
ALBERT HALL.**

There was an extraordinary scene in the artistes' room at the Albert Hall recently. The room, which is a small underground apartment where many famous people and even kings and queens have met and robed since mid-Victorian days, resembled the strong room of a big bank.

Pyramids of gold and silver coin were being stowed away by an army of enumerators into money-bags, and there were big bundles of cheques and paper money. But on a central table glittered what at first sight looked like theatrical tinsel. It was the spontaneous sacrifice of personal riches, of precious stones and metals, the rich man's rubies and the widow's mite—the sacrifice by hundreds of men and women seized by a new religious fervor.

Nearly 10,000 people were singing a hymn in the hall while these sacrifices in gold and silver and precious stones were being dropped into old Army haversacks, and even men's felt hats and carried down into the artistes' room. On the platform was a large figure of Christ on the Cross, and immediately beneath was an ordinary platform table. This was the altar on which the people were making their sacrifices. The congress had met to discuss the position of Anglo-Catholicism in the religious world at home and abroad.

SACRIFICED HER HAT.

One woman took off her hat, ornamented with osprey feathers, and sent it up to the platform with a message that "it might be sold for at least £5." A long procession of collectors made its way to the artistes' Room and each man emptied his haversack or hat on to the table. There were many thousands of pounds worth of silver dishes,

Forks and plate

Opal and diamond necklaces.

Gold and silver watches.

Silver pencil cases.

Miniature gold wrist watches.

Cigarette cases.

Diamond earrings.

Coral necklaces.

Bracelets and brooches.

The Congress was an impressive exhibition of Anglo-Catholicism by the "High Church" party of the Anglican Church. It was suggested by the Executive that a "72 hour effort" should be made to raise £50,000 for foreign mission work, and a Daily News representative was informed that after 36 hours £12,250 had been received. At the morning's session £7,595 as 11d. was collected in money alone.

One woman in the hall stripped her fingers of three rings and gave them up. A steward passing through the gathering had two gifts dropped simultaneously into his hands. One was a cheque for £300, the other was a halfpenny piece.

There were showers of War Bonds, War Saving Certificates, English and Scottish bank notes, and one or two gold sovereigns. Beautiful specimens of ecclesiastical jewellery were contributed and a very valuable seed pearl necklace with 250 pearls was hung into one of the large collecting bags.

JEWELS FROM VANITY BAGS.

When it was announced at four o'clock that another collection would be made, women began to unfasten their necklaces and bracelets, and to take already tied-up packages of jewellery from their vanity bags. Men took out their gold watches and chains and dropped them into the haversacks. Large bank book envelopes containing other valuable gifts were sealed and tied with string. Gold crucifixes were picked up from the mass of gifts in the artistes' room.

HOLLAND-EAST ASIATIC SERVICE.

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila

and Amsterdam, Rotterdam, and Hamburg, Bremen

FOR ROTTERDAM AND HAMBURG.
S.S. "TOBA" Beginning of September.FOR AMSTERDAM AND HAMBURG.
S.S. "BAARN" September.FOR ROTTERDAM AND HAMBURG.
S.S. "TIJMANOEK" October.FOR AMSTERDAM AND HAMBURG.
S.S. "KANGAAN" November.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,

York Building.

KONINKLYKE PAKETVAART MAATSCHAPPI

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:**"VAN WAERWYCK"**

Singapore, Penang and Melaka Dell.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN

Agents.

Telephone No. 1574.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

3rd Floor, Hotel Mansions.

Telephone 3507.

**HONGKONG, CANTON & MACAO
STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailing—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. From Canton daily at 8 a.m. and 3 p.m. Sundays 3 p.m. only.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 8 A.M. and 5 P.M. (Sundays at 9 A.M.) From Macao—Daily at 8.30 A.M. (Mondays at 7 A.M.) & 2 P.M. (Sundays at 5 P.M.)

Police Permits to leave the Colony are not required.

Further information may be obtained at the Coy's Office, Hotel Mansions, or from Messrs. Thos. Cook & Sons, Booking Agents, Hongkong.

During the collection an official went hurriedly into the room and said the collectors had run short of haversacks, and he snatched up a few men's hats and ran back to the hall. Many of the watches handed in were still ticking as they lay in piles on the table. An opal and diamond necklace sent up in its plush case was valued at £350, and £150 was roughly estimated to be the value of a little box of loose pearls.

The enumerators and collectors were almost overwhelmed by the flood of gifts, and during the afternoon the wealth in the room had to be guarded by the police.

At a late hour it was announced that the total in cash taken for 44 hours was £20,116. The jewellery will be sold by

auction and the proceeds devoted to the foreign missions fund.

HIS DEAREST POSSESSION.

In the evening over 13,000 people crowded into the hall. Again quantities of jewellery were poured into the bags and hats, and it took the stewards hours to count the cash collection.

On a scrap of paper which contained a beautiful diamond and emerald ring was written "From a widow; her husband's dearest possession." A child's silver watch chain and medal were accompanied by a note stating that it had been the property of "H.F.W." killed in action in 1916.

A special body of police was on duty all night guarding the sealed packets.

BY BLOSSER.

He Expects a Lot of His Dad.



DELIGHTFUL & REFRESHING

FOR

SUMMER USE.

Watson's

YE OLDE ENGLISH

LAVENDER WATER

\$1.25 \$2.00 \$3.75

Watson's

EAU DE COLOGNE

(Cloche d'Argent brand)

A perfume that will satisfy the most critical—in elegant crystal globe bottles.

\$1.00 \$1.75 \$3.25

A.S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.
Office address: 11, Ice House Street.

BIRTHS.

WALKER.—At 50 Nathan Rd, Kowloon, on 13th August, the wife of Ellis Walker, Douglas Steamship Co., a son.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 20, 1920.

THE IMPERIAL WIRELESS PROBLEM.

A few weeks ago Reuter cabled out a condensation of the Report of Sir Henry Norman's Committee on the Imperial Wireless problem—a report which we have since been able to publish almost fully. We have already expressed an opinion on the value of the Report and in the light of the fuller information now obtained, we are more than ever convinced that it will be generally agreed that the recommendations made are of an extremely practical character, and if adopted are calculated to give an Imperial chain of wireless stations which would admirably serve everyday commercial and Press needs as well as Empire requirements. In view of the matter's undoubted importance, everybody will hope that this report will not suffer the fate which has so often been meted out to the work of Government Committees, that of being pigeon-holed for reference, but that steps will be taken without delay to realise a scheme the broad outlines of which have been indicated by the Committee.

It must have come as something in the nature of a surprise to many people to find that even to-day, when prices of material and labour have advanced to what in many cases are proving prohibitive levels, the capital cost of the scheme recommended is less than £1,250,000, of which the share to be paid by the Imperial Government would be £353,000, and that the annual charges are estimated at £425,000, of which £358,000 would fall upon the public exchequer. This, of course, takes no account of the revenue which would be earned, and which, although not likely to be large enough in earlier years to balance expenditure—it is estimated that at the outset there would be a deficit of £100,000 a year—would doubtless reach that point at no distant date. This is an instance, however, when even a permanent annual deficit should not prove a deterrent to the carrying out of the scheme, as the gains to the Empire should far outweigh any such small annual charge as might have to be borne by Great Britain and the Dominions. On most matters to which reference is made in the Report, namely, the desirability of providing for wireless inter-communications within the Empire, the distances of the various links, and even the system to be adopted, there will be something like unanimity. There is certain to be disagreement, however, in connection with the proposal to set up a Wireless Commission to carry out the scheme and to entrust the construction of the necessary stations to the engineering department of the Post Office. The view is held by many that to hand this important development over to a Government department would be a mistake. Those who are familiar with the policy taken by the Post Office in connection with wireless telegraphy in past years can feel little confidence in entrusting the realisation of the Imperial Wireless Scheme to this department. The Empire would be well served. We hold no brief for Marconi interests, whose relations with Government officials have for various reasons been somewhat unfortunate—but it would be idle to deny that for the progress made in the field of wireless communication we are under the deepest debt to Mr. Marconi and those who worked with him. It does, therefore, appear ungenerous to turn down the proposals of the Marconi Company for Imperial wireless with the criticism that they are too vague to admit of detailed examination, and that if carried out the scheme would be prejudicial to free wireless research and independent development. There are strong words, the justice of which is certain to be immediately challenged, and it seems a pity that it should have been found necessary to incorporate them in this report, and supply the material for a new controversy on this subject.

Hongkong has a prominent place in this scheme and it may just be that if the chain of stations is established this Colony would have to bear some proportion of the annual charge to cover the working deficit. But, even if it has, we trust that unanimous support will be given to it, for the question of rapid communication is becoming a serious one for the Colony, not only from the commercial man's standpoint but from the standpoints of the Colony's general well-being. It will possibly be a long time before we hear of any practical steps being taken to put into effect the Committee's recommendations, but when the time does come for a consideration of ways and means we trust that this Colony will not be behind—and in supporting a scheme that would benefit it so greatly.

NOTES & COMMENTS.

A NECESSARY REMINDER.

Dr. Pearce gave a very necessary reminder at the last Sanitary Board meeting of the obligation which rests upon householders to see that their servants' quarters are kept in a proper state of cleanliness. He spoke as he did because someone had expressed to him a measure of surprise that the Government did not undertake to do this work. There are some people who want the authorities to do everything for them—everything but take delivery of their monthly salary. The attitude of these folk, whenever the slightest thing goes amiss, is summed up in the query: "Where is the Government?" But there are obligations resting upon residents as well as upon the authorities, and one of these is to see that the servants' quarters attached to European residences are kept in a sanitary condition. This applies to the residential part of the quarters as well as the kitchens and the latrines. There are some Europeans here who would no more dream of visiting their servants' premises than they would of asking their amahs in to afternoon tea. The kitchen can be left to take care of itself, whilst as for the latrines—well, how could one? But very important issues of health depend upon these places being kept clean, and if householders only stopped to think of the harm that might well come to themselves through neglect of an obvious duty, they would take rather more interest in these matters than most of them do.

If you want a clear insight into your friend's conceptions of hygiene, contrive to visit his or her servants' quarters. You'll learn all you need for the purpose there.

DISTRICT WATCHMEN.

There are others beyond the Police who help in maintaining law and order in this Colony, and amongst these the District Watchmen play a by no means unimportant part. There are over a hundred of these men, and last year they secured no fewer than 164 convictions. The Committee of this body is composed of well-known Chinese residents, and of its activities the Secretary for Chinese Affairs says in his annual report—"The loyal advice and assistance of this important Committee (which deals with every kind of question affecting the Chinese community) continues to be of the greatest value to the Government." Here it is interesting to record that the District Watchmen's Force has been in existence for well over fifty years. On looking up old records to discover its origin we learn that on 1st February, 1866, the Chinese community of Hongkong held a meeting and decided to petition the Government for permission to organise a force of Chinese watchmen in aid of the ordinary police of the town, to be attached to the Police Force and to be under the orders of the authorities. The substance of that petition was that rumours had reached the petitioners to the effect that the "roughs" of Canton intended to celebrate the approach of the Chinese New Year by making a descent upon Hongkong with the object committing extensive robberies under cover of a conflagration. The suggestion that native watchmen be appointed was, after consideration, adopted by the Government and embodied in an Ordinance passed in August of the year mentioned. It was not, however, until 1897 that these watchmen were placed on Police beats and subjected to the supervision of Police officers, at the head of whom at that time was our former Governor, Sir Henry (then Mr.) May. Since those days, the District Watchmen have done much useful work, whilst the Committee members have shown how the leading Chinese residents of the Colony are prepared to aid the authorities in the maintenance of law and order here.

ABSURD RESTRICTIONS.

This is to be a brief reference to an aspect of the housing question which directly bears on the matter of expensive building. We pen these few words in the hope that the point involved will not be overlooked when the Colony's Budget is under consideration. One of the reasons why house erection is so atrociously costly, we are informed, is that there are almost innumerable requirements made by the authorities under the Public Health and Buildings Ordinance. That Ordinance, we believe, was brought into being to deal with

DAY BY DAY.

A LAUGH IS WORTH A HUNDRED GROANS IN ANY STATE OF THE MARKET.—Charles Lamb.

There was a clean bill of health in the Colony yesterday.

Mr. E. A. Johnson, keeper of Waglan Island Lighthouse, proceeded Home by the Kalgan today.

The total output of the Kailan Mining Administration's mines for the week ending 31st July amounted to 92,319 tons and the sales during the period, to 62,684 tons.

A sentence of six weeks' hard labour was inflicted on the Chinese, who, acting on the instigation of a rival barber, made an attack on another barber with a hammer in Wo Fat Street.

At the instance of Inspector Caygill, a Chinese was to-day charged before Mr. R. O. Hutchison with disobeying an order of banishment which was passed on him in February of this year. He was sentenced to one year's hard labour.

The Upshur, an American destroyer, arrived in harbour this morning from Shanghai on her way to Manila. She will be stationed at the regular Naval station at Cavite, which is the headquarters of the American Asiatic squadron.

A big naval draft is about to be despatched to the China Station for distribution amongst the ships there, says the *L. & C. Express*, of July 15. Lieutenant-Commander E. E. C. Tufnell has been appointed to take the draft out to Hongkong, assisted by Lieutenant W. Harper.

To-morrow's Pictorial Supplement will consist entirely of local pictures. There will be photographs taken at the weddings of Mr. Rodenfuser and Miss Yvonne Leccale, and of Mr. Jonsson and Miss Tregillus of "The Black Cats" in their "Bubbles" scene; of "D" Co. of the Wilshires, who are winners of the Hongkong Garrison and Regimental Hockey League; as well as a photograph of the late Mr. A. E. L. de Sousa, with one of his winning ponies.

For trespassing at the Government Civil Hospital a Chinese was to-day fined \$1, with caution. It appears that he was most anxious to get a footing into the hospital for the purpose of promoting a sale of Home newspapers and magazines of with the patients, and in spite of the fact that he had been warned by the Storekeeper, Mr. J. Regan, on one occasion, he persisted in coming to the Hospital and was, as a result, handed over to the Police.

After sixteen years' service in the Police Force, Sub-Inspector James Hedge to-day left for Home by the s.s. Kalgan. Recently in the motor bandits case and other outrages of a similar nature he displayed great pluck which resulted in the arrest of one of the bandits and another robber in a later case. He is now retiring on pension and leaves the Colony accompanied by the good wishes of his comrades of the Force and other acquaintances.

The death occurred at the General Hospital, Hawkow, on August 8, of Bright's disease, aggravated by the heat, of Mr. F. Biguel, chief officer of the China Navigation s.s. Wuchang. Mr. Biguel, who had been feeling the recent intense heat very badly, was removed from the ship to hospital on August 6 and on the 8th a cable was received stating he had expired. He joined the China Navigation Company 12 years ago and recently returned from home leave.

exceptional conditions; yet it still remains operative and has a vital effect on building costs. Many of its provisions are totally unnecessary, irksome and absurd. And besides what this means in expense, additional work is needlessly thrown on Government servants. The whole Ordinance wants simplifying and much of it scrapped. If our Unofficials still have any interest in the public, will they exert their united efforts to bring about this much-needed reform?

LINES FROM LINCOLNSHIRE.

"Linkumoddie"
Ecolefechan, N.B.
14th July, 1920.

Dear S.—

Aye, we've had the King and Queen and Princess Mary in Scotland this last ten days. They were at Edinburgh for the first week but as the visit was supposed to be of a private nature lots o' folk were disappointed at no seeing them, further than through the glass o' a closed-in-motor. Wi' some folk, royalty hasn't the life o' a dog and they woudn't stop short at being satisfied wi' a sight o' them unless they saw them in their bath of a morning. And mixed bathing's not allowed in Scotland, let me tell ye. That reminds me—aye, but that story can keep 'till after. Anyway, Royalty's far down the Clyde this week. I had a line from MacPherson about a fortnight ago and he was in fine feather over the affair. As like as no' he'll be strutting about Gourock a' this week, him wearing his snooted cap and his second-best suit o' blues—them that he had made three winters ago at Ah Men's letting on a' the time that he's a yachtsman. Him a yachtsman! He'd look a lot more like the thing if he had a bit o' oily waste in his hand and a three-inch spanner in the other, only he might be pinched for impersonating a railwayman at work and railway folks are very touchy about that sort o' thing nowadays, let me tell ye. Aye, his chit was just fair chock-a-block wi' Royalty and the fine yellow flag wi' the red lion ramping on it that he'd bought one day in Sauchiehall Street. As Janet remarked, him and his flag, and us wi' one the size o' a bed sheet at the house end and no' less than three red lions on it, a ramping forby. Of course the King couldn't have seen our flag from where he passed on the railway unless he had wireless eyesight but as Janet said what's the use o' a flag if ye don't let the neighbours see ye have one? And there's something in that, mind ye, if ye think it out for yourself. Anyway let's hope nothing happens untoward on the West Coast this week. It would be an awful job if MacPherson got himself into the picture papers.

Talking about Royalty reminds me that a No. 1 sized rumour got about the other day that Queen Alexandra had died. I daresay Janet repeat it and it was just as well, for only the next day there was a description about her having a nice drive through London and about going to the Church the day following, it being a Sunday. Now, as often as no dead folks sometimes go to Church but then they've no choice in the matter, so to speak, and it's true forby that the old Queen's no' getting any younger, but what licks one is how they kind o' rumours get about. Ye'll mind it was the same sort o' thing when you train loads o' Russians came through Scotland in the early days o' the war. Aye, this little-tattle business fair cows the cuddly. To give ye another instance. This while back there's been quite a decent lot o' smallpox at Glasgow. Nothing to get excited about you know, though mind ye, that didn't prevent MacPherson from getting vaccinated. But that's by the way anyway and doesn't prove anything either way, for it might have been the thought of free vaccination that was the determining factor in his case. Let that be as it may, there was smallpox at Glasgow and naturally enough in these enlightened days the authorities saw to it that there was vaccination for all that was inclined that way. Well as I was saying, just yesterday I got hold of a wee paper calling itself the *Vaccination Inquiry* and it was saying some very severe things about the small pox in Scotland and doctors in general for insisting on folk being vaccinated. It tells some awful stories of the evil effects of vaccination in this country and mentions in a mysterious way—without giving names, mind ye—about a lady whose arm had to be cut off, and about another who died wi' startling suddenness and again of a whole family who came as near to death's door as anyone could have been without actually dying. This rumour-mongering also tells me of how "a mad scare" was started at the mere mention of compulsory vaccination by the authorities and that the mere mention of the word smallpox sent "the majority of people into a wild panic."

When I first read this terrible tale I had goose flesh all over me and I shuddered so that Janet thought I was sickening for the fun but on turning again to the title page of the publication a fresh light broke on me. There I read that the paper in question was "Entered at New York Post Office as second class matter." Far be it from me to quarrel wi' this description. But read sop as they say elsewhere.

I see C. K. Chesterton has been putting in a good word for the "penny dreadful." Good luck to him. I never did see much wrong wi' them anyway—no' that I would like to infer that Chesterton and I ay think alike, mind ye—but there's certainly one thing to be said for the "dreadful" and that is that it ay has powerful human interest and from so having, it tends more than anything else to make readers of our boys. It ay used to be said that the "penny dreadful" was a power for evil; in fact 'till the cinema relieved it of much of its responsibility it was ay the stock excuse for youthful misdoing. But to my mind this was ay an over-rated contention and if only we youngsters had had the wit we might have forced the battle into the adult camp. What is the literature of a lot of authors but "Deadwood Dick" as represented by expert craftsmen; what are the stories of Edgar Allan Poe and even Conan Doyle before he became a spook hunter, that is—but the adaptation for added adults of the adventures of Sexton Blake? It was ay said that it was the coloured cover that did the trick wi' the kids but if the bookstalls at our railway stations reflect true form the grown-up choice nowadays is no more loftily dictated. Ye mind how Wells described Ann Veronica's father as a gentleman wi' a taste for "healthy light fiction with chromatic titles."

As I said before the "dreadful" has its use in assisting to develop a taste for reading and for that it may be excused a lot. What's more forby, it might be tolerated, too, in general observation that there are no bad books, only that some are much better by far than others.

One of the faults of the new Ministries is the belief that wisdom began wi' them. State supervision of railways, it seems, has come to stay. The railways are no' to be nationalised or for that matter are they to resume the old competitive system of working. In other words it's a case of being neither flesh nor fowl nor even good red herring. Sir Eric Geddes fixed up the railway zones almost in the same way as his brother arranged the recruiting regiments. The Government scheme of railway reorganisation is consolidation of the existing lines into five or six main groups for England and Wales and one for Scotland. For six months or so a select bunch of experts have been in labour producing a railway policy. That is the Eddies version. Mr. Asquith on the other hand had a mental vision of Olympians lying on their backs and gazing at the sky. The average booking clerk could have arrived at much the same result in six minutes instead of six months. The justification of the scheme is the elimination of competition. That may be a good thing for the railway companies but it will be a bad thing for the travelling public. After all the railways are meant for folks and goods to get about on. With intelligent private management the railways before the war did very well and it was possible then to go and see the Highland Agricultural Show without saving up a year beforehand. But there's one factor that I think the Government haven't taken into consideration and that is competition from other sources. For the last six years the railways have been a monopoly but nowadays motor traffic is challenging railway supremacy in almost every locality I've been in since I landed home. It's no' to be despised mind I'm telling ye. There's a terrible lot of motors of every description on the roads of Great Britain to-day.

As things are to be, Scotland is cut off from the other groups of railways. Now this shouldn't be quite a distorted view of life. As Home Rule in railways, it still remains true as Dr. Johnson observed, "The noblest prospect which a Scotman ever sees is the high road to England." We have been past masters in the art of peaceful penetration. The Jews are receding backward. They're to get a Colony of their own in Palestine. The great vitality of the Empire is now per-

HONGKONG LADY HONOURED.

MRS. EDE'S EFFORTS FOR CHARITIES REWARDED.

It will be learned with considerable pleasure by many Hongkong ladies that the Order of Queen Elizabeth of Belgium, accompanied by medal ribbon, has been conferred on Mrs. Ede, wife of Mr. G. Montague Ede, of Hongkong, by the King of the Belgians in recognition of great personal assistance rendered to Belgian charities during the war.

Apart from the work performed in Hongkong, Mrs. Ede was a strenuous worker in the cause of charity during her stay at home in the war period.

Mr. and Mrs. Ede are at present in temporary residence at Yokohama.

ing on London. It's a well-known fact that if a position of any worth is temporarily vacant in England a horsey Celtic hand is ready to grasp the chair. If the Chief Secretary is absent yes can bet your last dollar that he has merely gone to Scotland to fetch his brother.

I see in this latest railway business a scheme to cut Scotland off from civilisation and progress. It'll need to be seen to.

A liar canna' be believed, even when he is telling the truth. That dictum may be applied to the Germans now. Lloyd George had a sore time of it at Spa last week trying to get proof positive that Germany has some intention of acting in good faith. The German Chancellor, Herr Whatshisname, made a greeting appeal to the Conference; he spoke of age and the imminence of his appearance before the Great Judge—I'm no' so sure that he'll ever be there onyway—and pleaded that his word might be accepted. There wasn't much logic in that sort of talk onyway. The lives of millions of smart young folks have been ruthlessly destroyed by aged Germans and the lives of as many more might very well hang on the result of this Treaty.

But Lloyd George had the pluck and despite all the criticism that's flying about just now, he's the only man we've got that's got the pluck. He's pinned them down once more to a definite promise. Let's hope they'll keep it—both sides, that is—for if they don't the world will be up against a situation in which all hopes of future peace may as well be ruled out.

"Bob" Smillie has "come back" and between you and me seems to have benefited by his recent brief retirement. It wasn't so long ago that Mr. Smillie wi' a Lord High Executioner sort of voice declared that the country, willing or no' willing, would accept the nationalisation of its mines. Now like the Merchant of Venice he's "marvelously changed." He now suggests wi' an air of sweet reasonableness that the country should be permitted to settle the question for itself.

In other words he seems to have got it into his noddle at last that public opinion canna' be flouted, that he canna' do much without it at his back; otherwise there is no apparent reason why he didn't throw his hat into the ring right away.

This was at the Miners' Federation Conference, where he, however, raised a cheap laugh at the expense of Oxford and Cambridge by extolling "a more important college than either of these so far as the Labour movement is concerned—the college of the gutter."

Now many a good man has risen from the gutter. We ay take off our hat to them. But "Bob" Smillie is by no-means the happiest possible example of the efficiency of the "college" in which he had his early training. If the education of the gutter merely produces class prejudices—or class consciousness to adopt Mr. Smillie's phrase—I fail to see how the

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WITH RUBBER SOLES
\$5.50 to \$10.00 a pair.CANVAS UPPERS
WITH LEATHER SOLES
Price \$10.50 a pair.**YEE SANG FAT CO.****KOWLOON NOTES.**

(BY "THE FERRYMAN").

Still going strong, like Johnny Walker—that's how things are with the Kowloon Boating Club. Last Saturday they met the K.C.C. and the expected happened when the latter lost, though it was a good fight all the same. It's like old times to see the K.B.G.C. with such a fine League record. They've won all their encounters so far, whereas poor old Taikoo are very much in the doldrums.

Kowloon continues to show the way to Hongkong. The K.C.C. open-air concerts have splendidly caught on, witness the huge crowd at the show last Saturday. The "Black Cats" are too good a party to suffer from lack of variety in their programmes. There were too many repeat items on Saturday, but that can be overcome, I've no doubt. Why not a few really good quartettes sometimes?

Another innovation for Kowloon is the decision of the Club de Recreio to run open-air cinema shows twice a week. The first one takes place to-morrow. These ought to prove very popular.

I was glad to see the Telegraph's comment regarding the obstacles which are being put in the way of individuals who want to secure building loans from the Government. Does this mean that Government promises are like pie-crust, merely made to be broken? It looks to me as if it's all talkies-takies. We hear plenty about the Government intentions both in the matter of building and of loans, but that's as far as we get. As for getting either houses or money with which to build them, why the public can whistle for them. Will it always be thus?

Motorists on the Kowloon side are being deprived of much pleasure these days on account of the bad condition of the roads to Fanling and Castle Peak. The former, between Shatin and Taipo, is in a shocking state, and I hear it will be a long time before it will be again available for use. And the Castle Peak road is badly cut up, too. We shall never be able to use these

thoroughfares with any certainty until they are properly macadamised.

I see from the annual report of the P.W.D. that the number of street lights in Kowloon was increased last year, there being 349 gas lamps (or 11 more than 1918) and 132 electric lamps (an increase of 24). Who'd have thought it?

Last year a sum of \$1,000 was spent on improving the public pier at Kowloon. I suppose it was necessary, though, as I've before pointed out, this pier is very badly situated for use by launches and has not nearly enough frontage for the needs of Kowloon. The railway pier is being nicely got on with. But when are we to get a larger and more conveniently placed public jetty?

I was curious to see what the concrete ricksha shelter at Kowloon cost to build. On looking up the P.W.D. report I discovered that on a vote of \$5,000, a sum of \$5,432 was spent on the work.

Last year a sum of \$1,951 was expended on the Kowloon Children's Playground, this bringing the total expenditure on the ground up to \$6,637. The place is very popular with the kiddies now, thanks to the equipment recently added through representations made by the Kowloon Residents' Association.

My friend from Flatland tells me that things have been really quite late. There have been a few midnight melodies attempted, pride of place still being given to "Until" and "Because". He says young ladies are the chief disturbers of the peace and suggests that if these songsters really want an outlet for their excess lung-power they should organise themselves into a party to be called "Flatland's Frisky Flappers" and offer their services to the K.C.C.

TWO-SHILLING LOAF IN FRANCE
M. Isaac, French Minister of Commerce, has announced that in order to remunerate the farmers the price of bread would have to be increased to 1 franc 30 centimes per kilo (slightly under £s. a quarter).

TO-DAY'S MISCELLANY.

The yacht Britannia, which the King raced during the Clyde fortnight, was the speediest of her class when she took the water 27 years ago. She is almost identical with Lord Dunraven's Valkyrie, which was built at the same time, to challenge for the America Cup. Vigilant, which successfully defended the cup on that occasion, was over here in 1895, and was beaten by Britannia at Cowes and elsewhere. In her racing career up to 1897 Britannia won a value in prizes of £10,000 just about what she cost to build. King Edward sold her when he came to the throne, but bought her back a few years later. In the early years of King George's reign Britannia was used as a cruising yacht, but she was put back into racing trim just before the war.

It is refreshing to find that so many musicians to-day are ready to exculpate Handel from the old charges brought against him of borrowing from earlier writers. Mr. Balfour we believe is one such champion of the great composer, while Mr. P. Robinson, in "Handel and his Orbit," has done much to clear away the mist of allegations. As one correspondent says, "Where Handel was not borrowing from earlier works of his own, his use of other composers' materials was perfectly open. Quotation was then, as now, a familiar enough practice with a composer (and the great Bach himself was no exception), so that even if it is allowed that Handel carried it further than was common in his day there seems no reason why he should have disdained it. The magician who changes the rough stone into the priceless jewel needs no defender."

"Mr. Punch," who has been coqueting with reds and blacks for some time on his cover and among his advertisements, has taken a definite plunge into the full range of the three-colour process. It is an interesting departure, though it is not to be taken as an addition to his usual Wednesday costume—the adventure is in the nature of a holiday excursion. There are eight special pages of colour work included in this year's Summer Number of *Punch*. There are of course, any amount of line drawings, and it would certainly be untrue to say that in sheer wit the pages which bear them are in any way inferior to their more ornate neighbours. But in the choice of the coloured pictures it is interesting to notice a deliberate advance on the usual convention of "colour for colour's sake" in our illustrated weeklies.

The story by "Fougasse" of the lady whose brilliant seaside jumper is copied by everybody else could simply not have been told in line, and Mr. Shaperson's delicate and decorative conceptions are always enriched by the addition of colour. Mr. George Morrow's perversity history is in another class. It is certainly amusing to see his kings in blue stockings and red coats, but one cannot resist the reflection that they would be just as funny in plain clothes.

The grounds of Pain's Hill, near Cobham, Surrey, where Mr. Charles Combe has just died at an advanced age, were considered a marvellous achievement of landscape gardening when first laid out during the ownership of the ninth Duke of Hamilton. The head gardener, who was given a free hand, produced a bewildering variety of supposed amenities—grots, cascades, chapels, temples, and even a hermitage. When the job was finished the noble owner of Pain's Hill advertised for a hermit willing to live there for seven years. It was stipulated that he should wear a camel robe, never cut his beard or nails, and never stray beyond the limits of the grounds. He was to sleep and eat in the hermitage, a mat serving as his bed, and food (washed down solely with water) being sent him from the house. He was strictly forbidden to exchange a syllable with any servant, or to speak to anyone else unless first addressed. If he lived there the full term of seven years under these restrictions he was to receive seven hundred guineas, but he was liable to instant dismissal without any payment if found departing from the regime laid down for hermits.

The advertisement attracted several applicants, one of whom was selected; but he fled at the end of three weeks, and henceforth the hermitage was untenanted.

DAIRY FARM NEWS.

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CHINA'S POSTAL SERVICE.**THE ANNUAL REPORT.**

The report on the working of the Chinese Post Office for the year 1919 states that the field of postal enterprise in the year just ended has been extensive and varied. The interests of the Service have flourished, its responsibilities have increased. Although the formal state of civil war is at an end, and throughout the working year there has been peace of a kind because pourparlers have been carried on in the hope of complete accord, the labours of the men of goodwill have not yet been able to extract the semblance of a settled order. Certain provinces which are dependent for their prosperity, and even for their sustenance, on the kindly fruits of the earth have suffered from disastrous floods or equally disastrous drought; in nearly all banditry has had a good year.

Articles of mail matter posted in 1919 totalled 340 millions, an advance of 37½ millions on last year's figures. In only one of the Post Office's many spheres of activity are there signs of any contraction of business, and in this case—that of insured letters—the successful competitors are members of the Post Office household. The celerity, certainty and security of the ordinary domestic letter and parcel mails seem to have won the public confidence to such an extent that insurance is now less frequently demanded, while the increase in the number of registers and the cheapness of the money order fees account for the decrease in the number of those insured letters which formerly used to enclose bank-notes.

Ameliorations enterprise and taken in hand during the year have been directed towards securing greater frequency, promptness, and accuracy in the delivery of mails, and towards enlarging the areas of distribution and collection of mail matter. For the latter purpose, rural delivery and collection circuits have been inaugurated or extended, with results that are welcome to the outlying villages served and to the Administration. In many respects, rural delivery is the most momentous and significant of all recent public efforts to promote the general welfare.

Another improvement deserving of mention has been the adoption of the system of steamer subsidies. As might be expected of a great institution which originated on a very small scale and developed rapidly upon the same general lines, its operations in course of time became barnacled with many sacred but unpractical precedents and methods. Especially has this been the case in its arrangements for steamer-carried mails. During the past year new and direct contractual relations have been entered into with the various lines of steamers carrying coastwise and riverine mails, so that the amounts paid for transport are in proportion to the weights of mails carried.

The min-chu, or commercial letter companies, are still very active in some districts and show a wonderful tenacity of life. It must be only a matter of time, however, before institutions conducted on the principle of competition for private gain go down before that which is broadbased on the principle of co-operation for the national welfare.

NOTICES.**J. T. SHAW****HARTMANN**
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JUST RECEIVEDFOR
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NO TRUNK LIKE A
WARDROBE
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HARTMANN.
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COLLARS IN ALL DEPTHS AND IN QUARTER SIZES

SHIRTS WITH SOFT OR STIFF FRONTS.

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NEW PATENTED INVENTION:

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SILK GLASS

Replace Ordinary Glass in all purposes.

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ADMIRAL LINE
TRANSPACIFIC STEAMSHIP COMPANY LTD.
TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER
(Calling at Shanghai and Kobe.)
"CITY OF SPOKANE" About Aug. 30th.
For PORTLAND direct.
(Calling at Shanghai and Kobe.)
"COADEY" About Aug. 30th.
"WALWONA" Sept. 9th.
"MONTAGUE" Sept. 15th.
For SEATTLE.
"ICONIUM" About Oct. 5th.
Through Bills of Lading issued to OVERLAND COMMON POINTS.
FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE
Telephones 2477 & 2478 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "CAPE MAY"
ABOUT SEPTEMBER 15TH.

S.S. "ELDENA"
ABOUT OCTOBER 15TH.

S.S. "CITY OF JOLIET"
ABOUT NOVEMBER 15TH.

For freight space and particulars apply to:-

**BARBER STEAMSHIP LINES INC.,
THE ADMIRAL LINE**

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Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards About Sailing About
S.S. WEST HIKO Aug. 20 S.S. WEST HIKO Aug. 23
S.S. VINITA Sept. 12 S.S. VINITA Sept. 15
S.S. WEST HIKTON Oct. 7 S.S. WEST HIKTON Oct. 10

Through Bills of Lading to all U. S. and CANADIAN OVERLAND POINTS. No transhipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES: HONGKONG OFFICE: Prince's Building, Chater Road, LOS ANGELES, CALIF. Telephone No. 1062.

BRANCH OFFICE: CHAS. E. RICHARDSON, General Agent for South China.

XOSE, SHANGHAI, MANILA, SINGAPORE.

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PACIFIC MAIL S.S. CO.

U. S. MAIL LINE

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

Via Shanghai, Kobe, Yokohama & Honolulu.

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THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
SAILINGS FROM HONGKONG AT NOON.

ALSO

The following U. S. Shipping Board vessels

FOR SAN FRANCISCO.

S.S. "WEST INSKIP" Last half of August, for San Francisco via Shanghai and Japan.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE FARMINGDALE" - August 10th, for Calcutta via Singapore, Peang and Rangoon.

Cargo accepted on through Bills of Lading issued to all Points in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

Hotel Mansions.

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T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS. TONS. LEAVE HONGKONG.
SHINYO MARU 22,000 Sept. 6th.
PERSIA MARU 9,000 Sept. 17th.
KOREA MARU 20,000 Sept. 30th.
SIBERIA MARU 30,000 Oct. 12th.
TENYO MARU 22,000 Oct. 23th.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS. TONS. LEAVE HONGKONG.

ANYO MARU 18,500 Sept. 9th.
SEIYO MARU 14,000 Nov. 9th.

For full information regarding passengers, freight, and sailing apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITHS, LTD.

CHINA MAIL S.S. CO. LTD

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

August 22nd, at noon. August 23rd. Sept. 24th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

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Prince's Buildings, Ice House Street.

Telephone, Passenger Dept. 1934.

Telephone, Freight Dept. & Agent. 2161.

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UNITED STATES SHIPPING BOARD.

ALSO
Associated with

COSMOPOLITAN SHIPPING CO. GREEN STAR LINE,

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Operating Baltimore via Panama Service to the Far East.

To NEW YORK and BALTIMORE.

"GREENLAND" 21st August.

To SEATTLE.

"WEST ISON" 28th August.

To SAN FRANCISCO DIRECT.

"BRAVE COEUR" 14th September.

To CUBA.

"CHIPCHUNG" 15th September.

Through Bills of Lading issued to all U. S. and Canadian

Overland Common Points.

HONGKONG OFFICE: 1st floor Powell's Building, 12, Des Voeux Rd. Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

FOR New York.

"CELTIC PRINCE" VIA SUEZ CANAL, Early October.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at

Owners option.

For freight and further particulars, apply to:

SHEWAN TOWNS & CO.

PACIFIC SHIPPING

DOLLAR

LINE

SAILINGS FROM HONGKONG FOR

NEW YORK VIA PANAMA.

STEAMERS. SAILING DATE

"GRACE DOLLAR" ... AUG. 27TH.

FOR VANCOUVER.

"MELVILLE DOLLAR" ... SEPT. 17TH.

"HAROLD DOLLAR" ... OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada

"Movements subject to change without notice."

For particulars for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING. TEL. 795.

THIRD FLOOR. TEL. 792.

SAILING DATES.

EUROPE, U.S.A., ETC.

Nanking	O. M. Co.	Aug. 20
Shidamaka M.	N. Y. K.	Aug. 20
Bellerophon	B. & S.	Aug. 20
Africa M.	O. S. K.	Aug. 20
Kalyan	P. & O.	Aug. 20
Ixon	B. & S.	Aug. 21
Bellerophon	B. & S.	Aug. 21
Takada	P. & O.	Aug. 21
Tanahim M.	N. Y. K.	Aug. 23
West Hiko	L. A. Co.	Aug. 23
Atika M.	N. Y. K.	Aug. 25
E. of Russia	C. P. O. S.	Aug. 25
Prometheus	B. & S.	Aug. 25
Plassy	P. & O.	Aug. 25
Grace D.	R. D. Co.	Aug. 27
Nile	C. M. Co.	Aug. 28
Ningchow	B. L.	Aug. 28
West Leon	S. & D.	Aug. 29
Kanagawa M.	N. Y. K.	Aug. 30
C. of Spokane	P. & O.	Aug. 30
Coastal	P. S. Co.	Aug. 30
Tottori M.	N. Y. K.	Aug. 30
Toba	J. C. J. L.	Aug. 30
Innsbruck	D. & S.	Sept. 2
Bombay M.	N. Y. K.	Sept. 4
Shinyo M.	T. K. K.	Sept. 5
Talithians	B. & S.	Sept. 6
Alps M.	O. S. K.	Sept. 7
Delight	P. W. Co.	Sept. 8
Chicago M.	O. S. K.	Sept. 9
Wawalona	P. S. Co.	Sept. 9
Kaga M.	N. Y. K.	Sept. 9
Kansas	B. L.	Sept. 10
Birmingham	C. B. L.	Sept. 10
Fushimi M.	N. Y. K.	Sept. 11
Egremont C.	D. N. Co.	Sept. 12
Brava Cour	S. & D.	Sept. 14
Vinita	L. A. Co.	Sept. 15
Easterling	P. S. Co.	Sept. 15
Cape May	P. S. Co.	Sept. 15
Montague	P. S. Co.	Sept. 15
Duel	S. & D.	Sept. 16
Melville D.	R. D. Co.	Sept. 17
Sorata	B. L.	Sept. 20
C of Dunkirk	B. L.	Sept. 20
Mentor	B. & S.	Sept. 21
Kanawha	P. & O.	Sept. 22
Tanyo M.	N. Y. K.	Sept. 22
West Himrod	S. & D.	Sept. 24</

Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR
AND
EASTERN & AUSTRALIAN LINES.**

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
KALYAN PLASSY	9,000	20th Aug., noon.	Singapore, Penang, Colombo, Bombay, Port Said, Marseilles and London.
	400	26th Aug.	

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	21st Aug., 1 p.m.	Calcutta via Singapore, Penang & Rangoon.
			EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA 7,000 23rd Sept. Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.

SAILINGS TO SHANGHAI & JAPAN.

KHIVA 9,000 20th Aug., 3 p.m. Shai, Moji, Kobe & Yama-

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 8 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO.

Agents, 22, Des Voeux Road Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

SEATTLE & VICTORIA via K'lung, Manila, Shai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (Omitting Manila) Sat., 11th Sept., at 11 a.m.

KATORI MARU Thursday, 13th Sept., at 11 a.m.

TAJIMA MARU Friday, 14th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

SHIZUOKA MARU Thursday, 20th Aug., at noon.

KAGA MARU Thursday, 27th Aug., at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

MARSEILLES & LIVERPOOL via Spore, C'ho, Suez & Port Said.

TOTTORI MARU End of September.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Wednesday, 22nd Sept., at 11 a.m.

NIKKO MARU Wednesday, 29th Oct., at 11 a.m.

NEW YORK via Suez Canal.

AKITA MARU Wednesday, 25th August.

SOUTH AMERICAN PORTS via Spore, Rangoon, Calcutta & Cape.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU Monday, 23rd August.

CALCUTTA & RANGOON via Singapore & Penang.

CEYLON MARU Sunday, 29th August.

BOMBAY MARU Saturday, 4th September.

JAPAN PORTS Nagasaki, Kobe & Yokohama.

NIKKO MARU Saturday, 18th Sept., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

NAGATO MARU Monday, 23rd Aug.

TAMBA MARU Monday, 23rd Aug., at 11 a.m.

TOTOMI MARU Thursday, 26th Aug.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	With passage to	To
Tjiloeboel	Java	in port	19th Aug.	Yokohama
Tjikembang	Japan	in port	20th Aug.	Java
Tjicanas	Java	23rd Aug.	29th Aug.	Haiphong
Tjikini	Java	30th Aug.	3rd Sept.	Java

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passenger. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	With passage to	To
Tjondori	Java	27th Aug.	31st Aug.	San Francisco

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly

direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.

"ATLAS MARU" 25th September.

Buenos Aires—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"CHICAGO MARU" Thursday, 9th September.

"CANDA MARU" 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"SIAM MARU" Monday, 23rd Aug.

"LUZON MARU" Tuesday, 24th Aug.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"SHISEI MARU" Wednesday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJINI MARU" Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to oversea points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"AFRICA MARU" (Calling Manila) Friday, 20th August.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" Thursday, 9th Sept.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"MADRAS MARU" Monday, 30th Aug.

NEW ORLEANS—Wednesday, 1st Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" Friday, 27th Aug.

TAKAO via SWATOW & AMOY Thursday, 26th August.

"SOSHU MARU" For sailing dates and further particulars please apply to

Y. YASUDA, Manager, Tel. No. 714 and 745.

AUSTRALIAN
ORIENTAL LINE.

HONGKONG TO PHILLIPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer Arrives Hongkong Leaves Hongkong

from Australia for Australia.

CHANGSHA 21st Sept. 27th Sep.

This steamer is fitted with a refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. Reduced Fares.

SHANGHAI LINE.—Passengers, mails and cargo taken on through Bills of Lading issued to Rangoon, Singapore, Madras, Calcutta, Penang and Singapore.

For Freight or Passage apply to Butterfield & Swire, Agents.

Telephone No. 36.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamer Sailing

LONDON KANSAS 10th Sept.

SWAZI 20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

or to REISS & Co. Canton.

To Sail.

HAIPHONG Tientsin 21st Aug. at 11 a.m.

HAIPHONG Ichang 21st Aug. at 11 a.m.

SHANGHAI & TSINGTAO Ichang 22nd Aug. at 6 a.m.

H'HOW, P'HOI & H'PHONG Kaifeng 22nd Aug. at 9 a.m.

SWATOW & SINGAPORE Chengtu 22nd Aug. at noon.

SAIGON Hangchow 23rd Aug. at 3 p.m.

AMOY, SHAI & PUKOW K'yang 24th Aug. at 10 a.m.

SWATOW & BANGKOK Kanchow 24th Aug. at noon.

MANILA, CEBU & ILOILO Taming 25th Aug. at 6 a.m.

SHANGHAI Sunning 26th Aug. at noon.

SHANGHAI LINE.—PASSENGERS, AIRMAILS AND CARGO.

Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly), taking cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'w.

For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 36. Hongkong Aug. 19, 1920.

TO-DAY'S PICTURES.



VILLAGE SET AFIRE.

This picture shows Polish troops entering the village of Bowary, near Kieff, after driving out the Bolsheviks. The Reds fired the place as they left.



AFTER AN EARTHQUAKE.

This photograph shows damage recently done by an earthquake at Inglewood, California.



MURDERED PRESIDENT.

One of the last photographs taken of President Carranza of Mexico, who was recently assassinated.



MIDGET DIRIGIBLE.

The smallest dirigible in the world, which recently made a successful maiden flight over Los Angeles. It is 95 ft. long, has a three cylinder motor capable of making from forty to sixty miles per hour, and carries fuel for an eight hour continuous flight. The under-carriage holds two passengers and pilot.



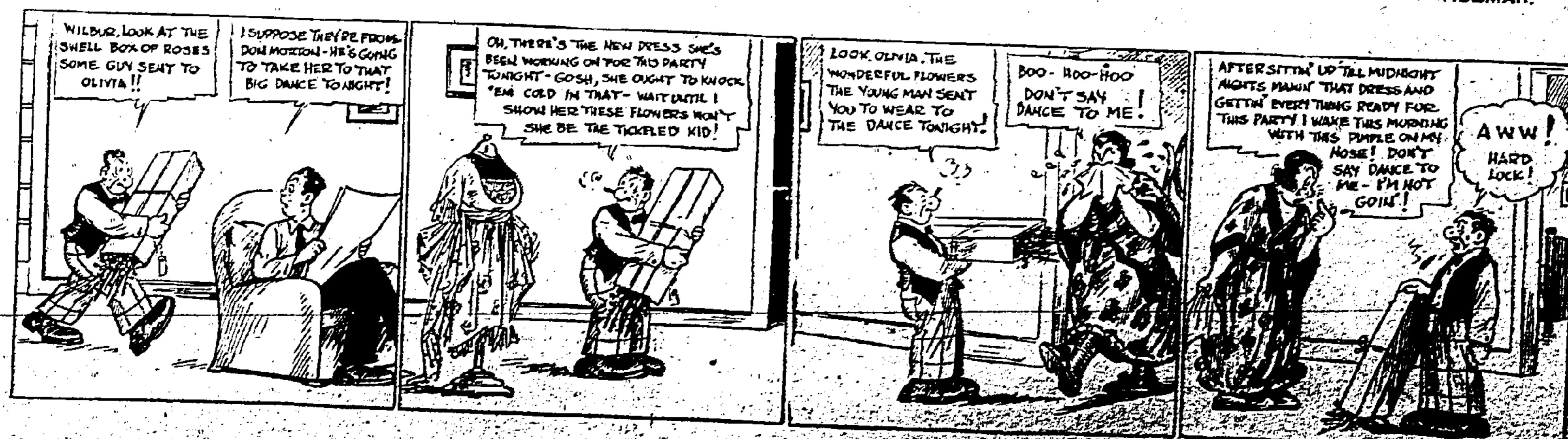
EGYPTIAN PRINCESS ARRESTED.

Princess Dalla Patta Hassan el Kammel of Egypt, who is under arrest in New York charged with embezzling \$7,000 from a San Francisco engineer.

DOINGS OF THE DUFFS.

Talk About Hard Luck

BY ALLMAN.



NOTICES.

AMERICAN EXPRESS COMPANY.

Established America 1841 Europe 1891.
HEAD OFFICE:— NEW YORK CITY.

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP	GLASGOW	NICE	PARIS	PETROGRAD
BARCELONA	HAMBURG	KOBE	ROTTERDAM	ROME
BERLIN	HAVRE	LIVERPOOL	SOUTHAMPTON	STOCKHOLM
BORDEAUX	KORE	LONDON	SHANGHAI	TORONTO
BREMEN	LUCERNE	MONTREAL	VALPARISO	YOKOHAMA
BRUSSELS	MARINA	MONTREAL		
BUENOS AIRES	MARSELLES	NAPLES		
CHRISTIANIA	MONTREAL			
COBLENZ				
COPENHAGEN				
GENOA				

In Process of Organization.

ALEXANDRIA HAVANA RIO DE JANEIRO
CAIRO MONTEVIDEO WARSAW
SHIPPING AND BANKING CORRESPONDENTS AT ALL
PRINCIPAL CITIES AND PORTS OF THE
COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:

Financial, Transportation and Travel Service.
Advice on Packing, Shipping Routes, Foreign Custom Requirements.
Credit Information, Market and Trade Reports.
Financing of Imports and Exports.
Issuance of Drafts, Money Orders, Travelers Cheques, and Letters of Credit.
Bills of Exchange negotiated and collected.
Mail and Cable Payments effected.
Commercial, Time and Savings Deposits received in local currency, Pounds Sterling, United States Dollars, Francs, Peso, Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

SHIPPING.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "EASTERLING"

ABOUT SEPTEMBER 15TH.

For freight space and particulars apply to:

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephones
2477 & 2478

5th floor
Hotel Mansions.

S.S. "ELKHORN" SAILS FOR
SINGAPORE

20th AUGUST.

For Freight and Particulars Apply to

STRUTHERS & DIXON, INC.

Powell's Building.

Telephone 3008.

ENGLISH LADIES ATTACKED
BY HIPPO.

Broude, Dr. William Davies, and some children, was returning to Livingstone from Kundahar Island, above Main Falls, a huge hippo charged the launch, which was soon water-logged. The party kept cool, and all got safely ashore after their exciting adventure.

A cable to the African World from Victoria Falls states that while a motor launch containing a party of Rand tourists, including Lady Ross Skinner, made its

WATER RETURN.

Level and Storage of water in Reservoirs on Aug. 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

TYPE	LEVEL	LEVEL WITH OVERFLOW	LEVEL WITH UNDERFLOW	LEVEL WITH DRAIN	LEVEL WITH DRAIN
Tower	1818	1818	1818	1818	1818
Breach	1818	1818	1818	1818	1818
Tower Inter.	1818	1818	1818	1818	1818
Tower Tuk	1818	1818	1818	1818	1818
Water	1818	1818	1818	1818	1818
Reservoir	1818	1818	1818	1818	1818

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

TYPE	LEVEL	LEVEL WITH OVERFLOW	LEVEL WITH UNDERFLOW	LEVEL WITH DRAIN	LEVEL WITH DRAIN
Tower	1818	1818	1818	1818	1818
Breach	1818	1818	1818	1818	1818
Tower Inter.	1818	1818	1818	1818	1818
Tower Tuk	1818	1818	1818	1818	1818
Water	1818	1818	1818	1818	1818
Reservoir	1818	1818	1818	1818	1818

Total 2,187,700 2,187,700

Consumption in the City and Hill District in millions of gallons during the month of July 2,187,700

Estimated Consumption per Day 70,000 70,000

